Imagine.

ATLANTIC GARDEN, 50 to 54 Bowery-Evening-Concert and Vatdeville.

BIJOU THEATRE-2-8-20th Century Girl. BROADWAY THEATRE-8-Madame Sans Gene CARNEGIE HALL-3-Recital. COLUMBUS THEATRE-2-8:15-The Rainmaker. DALY'S THEATRE-2-8:15-The Orient Express and

EDEN MUSEE-2:30-8-The Dresden Shepherdess EMPIRE THEATRE-2-8:15-The Masquerader FIFTH AVENUE THEATRE-S-Gismonda. GARDEN THEATRE-2-8:15-Little Christopher HARLEM OPERA HOUSE 8:15 The Little Troop HARRIGAN'S THEATRE 2-8 The Major. HERALD SQUARE THEATRE 8:15 Rob Roy. OYT'S THEATRE-S:30-A Milk White Flag IRVING PLACE THEATRE-8:15-Papageno KOSTER & BIAL'S S-Vaudeville. LYCEUM THEATRE 8:30 The Came of Rebellious Sur PALMER'S THEATRE-8-The Fatal Card. PROCTOR'S-10 a. m. to 10:30 p. m.-Vaudeville. STANDARD THEATRE-8:30-Too Much Johnson. STAR THEATRE-8:15-The Old Homestead. ETH STREET THEATRE-2-8-Humanity. 363 FOURTH-AVE.-5 a. m. to 4 p. m.-The Tiffan

Index to Advertisements.

Page.	Col. Page Col
Amusements 9	6 Lectures & Meetings. 9
Announcements19	5 Legal Notices 9
Bankers & Brokers, .14	4 Lost and Found 9
Board and Rooms 5	5 Marriages & Deaths 7 5-
Rusiness Chances 5	5 Miscellaneous
Business Notices 6	1 New Publications
Dividend Notices14	4 Ocean Steamers 14 4-
Dressmaking 5	1 Planes
Domestic Situations	Proposals 9
Wanted 5	6-8 Real Estate 8 0
European Advts 5	3 Real Estate 5
Pipancial	3-4 Railroads14 5-
Financial Elections 14	4 Restaurants S
Par Sale 9	5 Special Notices 7 5
For Sale 5	3-4 School Agencies 8
Help Wented 5	5 Steamboats
Horses & Carriages 5	The state of the s
Hotels	5 Work Wanted 5 5-
Instruction 8	4-5

Business Notices.

Keep's Dress Shirts to measure, 6 for \$9.00; none better at any price. 800 and 811 Broadway, between 11th and 12th 8tz.

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397 Fulton-st., 1.152 Myrtle-ave., 63 Court-st., 565 De-Kalb-ave., 1.260 Hedford-ave.

New-York Daily Tribune.

FOUNDED BY HORACE GREELEY.

WEDNESDAY, FEBRUARY 13, 1895.

FOURTEEN PAGES.

THE NEWS THIS MORNING.

Foreign,-Some of the Chinese works at Wei-Hai-Wei are still holding out against the Japanese bombardment; the Chinese General Tai has committed suicide. = A petition for reease of the Irish political prisoners was presented in the House of Commons. - The Radicals and Socialists were defeated in the com-

Congress.-Both houses in session. == Ser ate: All the private pension bills on the calendar were passed; consideration of the Postoffice Appropriation bill was continued; the Finance Committee reported a free coinage bill. House: The Legislative, Executive and Judicial Appropriation bill was passed; Secretary Carlisle explained his contract with the bond syndicate to the Ways and Means Committee.

Domestic.-The bill abolishing the office of Shore Inspector passed both houses at Albany; the Pavey Real Estate Exchange bill passed the Assembly. == Dinners in memory of Lincoln were held at Burlington, Vt.; Albany, Chicago, Baltimore and other places. = The Debs jury were discharged, owing to the illness of a juror the new trial was set for May 6. === "Bill" Cook, the outlaw, was sentenced to prison for fifty years.

City and Suburban.-The Mayor appointed four members of the Municipal Civil Service Board, = The Republican Club, of this city; the Union League Club, of Brooklyn, and other socie ties had dinners in honor of Lincoln's birthday. ____ La Cascogne came up to her pier and was loudly cheered by a large crowd. funeral of the Rev. Dr. William M. Taylor was held in his old church, the Broadway Tabernacle The stock market opened firm, but closed irregular in price.

The Weather .- Forecast for to-day: Snow winds becoming northeasterly. Temperature yes terday: Lowest, 19 degrees; highest, 30; average,

Congress is showing a commendable disposi tion to soften the rigors of the income-tax law The House did the right thing on Saturday in adopting a joint resolution extending for this year only the time for making returns until April 15. This was taken up yesterday by the Finance Committee, which added three amendments of considerable importance. One of these exempts taxpayers from answering any ques tions except those specifically authorized by the law. Such a check to the desire of internal revenue officers to put needless and imperti nent interrogatories is needed. Nothing should be permitted to stand in the way of the amended resolution in either house.

Those who expect Mayor Strong to make clean sweep of Tammany heads of departments because he has the power would not fall into that error if they stopped to reflect that it was the Mayor himself who suggested that the time in which removals might be made be extended from four months to six. Evidently he intends to take plenty of time in selecting his commissioners. No appointments were made yesterday, and only a small number are expected to-day; but to-morrow it is probable that several important places will be filled. It is understood that Colonel Strong has decided to mame Messrs. E. P. Wheeler, E. R. Robinson, E. L. Godkin and C. W. Watson as members of the Civil Service Board. The first three of these gentlemen have previously served in this capacity, and are known to be ardent believers in Civil Service principles and practices.

Senator Smelzer, of Schuyler County, is, as our Albany correspondent makes clear, starting on the wrong track in proposing the establish ment of a Bureau of Animal Industry, to be presided over by a commissioner with a \$5,000 salary, who shall have power to appoint "clerks, inspectors and agents." This is precisely the kind of thing of which we have had so much under Democratic administrations, until the cost of the State commissions, bureaus, etc.,

ALTER AND THE STREET

olute action toward reducing the expenditure for these purposes, instead of making new offices and adding to them. The proposed Bureau of Animal Industry is to look after the stamp ing out of tuberculosis in cattle. An important matter, certainly, but one that should be intrusted to the Commissioner of Agriculture, who now spends a good deal of money with meagre results as respects the agricultural interests of the State.

Lincoln's birthday this year, as our columns bear witness, was celebrated with fervor in a large number of cities. The interest in this anniversary is growing steadily and healthily, and the feeling in favor of making February 12 a National holiday, as was strongly urged by the late Hannibal Hamlin, is undoubtedly gaining ground. Lincoln is deserving of this honor, and the only objection to it we can think of is that his birthday falls so close to that of Washing-

We rejoice at the passage of the bill making an end, officially, of "Corneel" Furgueson, the mighty Shore Inspector who has waxed fat at the public crib, lo! these many years. Furgueson and McKane, two birds of a feather, long held undisputed sway in the adjoining towns of Graveseud and New-Utrecht, but now they are both laid low. There was little to choose between them, but luck rather than calculation kept Furgueson out of the clutches of the law. His power was broken in the election which resulted so disastrously for his fellowboss, and the bill passed by both Senate and Assembly yesterday ends it for good and all. Of course Governor Morton will sign the bill, unlike Governor Flower, who vetoed a similar measure last year.

A GOOD SHIP SAFE.

The arrival of La Gascogne deprives the calamity editor of the grewsome privilege of moralizing over compartments, lifeboats and the incompetency of commanders of transatlantic liners. It also leaves his sympathetic associate, the calamity theorist, without an occupation and depressed in spirits. The ship's log, when closely examined, does not offer any grounds upon which critical remarks can be based. The officers and the engineers understood their business. When the machinery was disabled repairs were made as soon as practicable and the ship's course was resumed. When there were subsequent breaks, the piston red was patched up again, everybody kept cool and in due time the steamship reached her destination without assistance. It is a barmecide feast for the calamity moralist hungering after a chance of making some slashing strictures upon the recklessness with which ocean liners are navigated. As for the hypothetical theorist, his wares have suddenly grown stale and there is no market for them.

For a week there was great excitement on shore over the fate of the French liner, and meanwhile every one on board ship was comfortable, and the men were finding recreation in a cheerful game of draw-poker. There were conjectures on land respecting the number of storms which the ship had encountered, one weatherwise theorist having evolved as many as three terrific hurricanes from the miscellaneous meteorological conditions of the last fortnight; but the ship during the interval was plodding along steadily without being exposed to very bad weather, except on one day when with sea-anchors out she "lay to" for repairs. Every well-informed theorist was certain that the ship had been driven south out of her course and would be heard from, if at all, at the Azores but in reality the divergence from her regular track was in the opposite direction, where no one thought of looking for it. By Monday noon, when various ships had arrived without tidings of the missing Gascogne, all the pessimists rue fully shook their heads in despair, and the calamity fiend enjoyed in anticipation the stern public duty of pointing a moral without fear or prejudice; and at that hour the good ship was slowly approaching Fire Island with her dinner reserved for the end of the voyage,

with a precious cargo of human freight, human judgment must be at fault somewhere. If the miscalculation be at sea, full penalty is paid in life and property; but if it be on land, the theories are smashed and the experts are hope lessly stranded. Let every one rejoice that the theories rather than the ship have been wrecked in this instance. The loss of the Gascogne following that of the Elbe would have created a profound feeling of insecurity at sea and distrust of the management of transatlantic lines. The true story of the French steamer's voyage tends to counteract the effect of the Elbe's disastrous end. It bears witness to the coolness. self-possession and resources of an experiences captain and an orderly, well-disciplined crew It confirms the evidence of recent experience that ships were never navigated so prudently and human life never surrounded with so many safeguards at sea as in these modern days Nothing can be easier than for critics on land

to form theories about mysteries of the sea when there is no basis in fact for any judgment save that the ship has left one port and has not entered another. There is a moral to be drawn from the overwrought excitement over the Gascogne, and that is the folly of forecasting calamities prematurely, and of reasoning in de tail about them when it is guesswork unworthy of a child's capricious fancy. The men who command the great ocean liners understand their business very much better than the swarm of critics and guessers on shore, whose buzzing is loudest when there is not a fact to go upon.

THE RATE OF INTEREST.

Exactly the same bonds, word for word and line for line, under exactly the same laws, which could have been placed at 21/2 per cent during the last month of President Harrison's Administration have now been placed by President Cleveland at 3% per cent. There is an advance of just one-half in the rate of interest. The cost of money is just one half more at this time under the same law than it was two years ago. The judgment of the financial world is that the United States is worth to that extent less than it was, for there is no question of President Cleveland's disposition to meet all the obligations of the Government. The country has smaller resources, and less power to pay, and the measure of that difference is found in the rate of interest.

Nobody enjoys this change. A good many Americans feel ugly about it, and would like to have the President explain. In the mean while it seems proper to show exactly how this change has come to pass, and how it can be terminated. Let us begin by recognizing the fact that some reaction in business might have arrived, possibly earlier or later, but in the ordinary course of events, whether the laws had been changed or not. But some reaction does not mean this reaction. There might have been a decline of a tenth in the volume of business or in the rate of wages as there was in 1874, but the country would not have suffered as it has during the

last two years. When foreign bankers reckon a bond of the United States worth 50 per cent less than the same bonds were reckoned by them worth two years ago, the change is one that means much. They may be in error, and their judgment is not necessarily infallible. But they are apt now amounts to more than \$1,000,000 annually. to be fairly correct in their estimation when

of their own money and millions belonging to their customers. A charge of 3% per cent for money instead of 2½ per cent is not attributable. as President Cleveland would like to have it supposed, to any failure of Congressional legislation, or to any defect in the character of bonds. The laws and the bonds are exactly the same as those with which foreign bankers were satisfied two years ago. The only difference is in the condition of the country, and in the re- reason that the State owes to them a great sources of the Government.

The change in revenue is mainly due to a change in the condition of the people. The laws now in force, objectionable as they are in many respects, would probably yield a fair if not entirely adequate revenue, provided the business of the country were what it was in 1892, or in the fiscal year 1893. But with only about 70 per cent of the former business transacted, the revenue necessarily falls much behind expenditures. Thus the mistaken tariff, which not only prostrates the business of the country but also cuts off the revenue of the Government, leaves It without adequate resources to justify borrow ing. The obvious result is that foreign bankers want 50 per cent more interest for a loan of many millions than they were willing to accept under the protective tariff which they so per sistently denounced.

Perhaps there is a long-headed calculation be hind their advocacy of a National policy which places the Treasury of the United States at their mercy. For thirty years the Government of this country dictated terms to the bankers of the world. When Secretary Windom saw fit to der proper management and control. The severe cut down the rate of interest on more than \$700,000,000 of the Government bonds then outstanding he found no difficulty. He named his terms, and the bankers of all the world were compelled to accept them. But to-day the policy which rules is that of the Rothschilds and the Belmonts-an English instead of an American policy. It costs us a good many millions, and the people have to foot the bill.

CABLE LAYING AND RAILROAD BUYING.

There are reasons why our Government may seriously consider a proposition to establish telegraphic communication by means of a cable with the Hawalian Islands, as a Government enterprise, and to make an appropriation for that purpose. Whether they are sufficient to overcome the main objection to the scheme, which is based upon constitutional considerations concerning the power of the Government to engage in any business enterprise, does not yet appear. That the establishment of telegraphic communication with Honolulu would in existing conditions be of great advantage to the Government is evident. But it is no less clear that as an entering wedge for the Populist and Socialist notions of Government control and management of telegraphs and railroads the precedent would be fraught with danger. Moreover, the suggestion of "The New-York World" is not without weight that just now, when the Treasury cannot meet its obligations except by borrowing money," it is not a good time to embark in the telegraph business at an expense of \$500,000 for the purpose of initiating the experiment. "The World," which is nothing if not emphatic, says it would be "the wildest possible folly."

Still, there is one thing that may be said in its favor. The appropriation of \$500,000 to es tablish telegraphic communication with a coun try with which we are in such peculiar relations as with Hawaii-relations requiring constant and close attention and the continued presence there of our naval vessels-might be justified on the ground that an unusual exigency is presented for which no other provision can be made, and that in taking this action the Government does not enter upon a competition with any individual or corporate enterprise. It differs herein very widely from the proposition of a similar nature so warmly urged by both "The World" and "The New-York Herald," for the purchase, control and operation of the Pacific Railroads. If it is "the wildest possible folly" for the Government to go into the business of laving a tele passengers in high spirits and with the best graph cable at an expenditure of \$500,000, to establish a communication for which there is Whenever there is an ocean mystery, and there an obvious need, what shall be said of the scheme favored by our two contemporaries for expending \$100,000,000 and more, "at a time when the Treasury cannot meet its obligations "except by borrowing money," in the purchase of a railroad already built, to be managed and operated in competition with half a dozen or more rival and competitive corporations?

If the argument offered against the Hawalian cable appropriation has any force, which we are by no means disposed to deny, it should have much greater weight in the consideration of the Pacific Railroad debt question still pending in Congress. The question in the latter case is simply whether the Government will assent to a reasonable compromise with an insolvent corporation, and hold aloof under its constitutional limitations from engaging in the business of transportation, or will throw away its only chance to recover a debt in order to venture upon an unconstitutional experiment, the financial results of which cannot be other than disas trous. It would be a singular conclusion if this Congress should follow the suggestions of "The World" in both cases; defeating the cable appropriation for the reasons it offers, and refusing to make terms with the Pacific Railroads for reasons diametrically opposite. That is, it would be singular if it were any other Congress. But nothing is singular that this one does.

A BILL AGAINST BICYCLING.

Since serious doubts have been expressed of the propriety of clergymen making their parish rounds on bicycles, it seems scarcely probable that those vehicles will come into general use for the conveyance of mourners in funeral processions. But if not, what in the world is the object of the bill introduced at Albany the other day, limiting to a mere snail's pace the rate at which wheels may legally be run on the public roads of this State? We can imagine few other uses to which bicycles thus restricted could properly or satisfactorily be put. Certain structural peculiarities render them unavailable as coalcarts or hav-wagons, and as substitutes for wheel chairs for paralytics their use would be confined to a comparatively limited class of people. It would be well for the author of this bill to put into the preamble of it, or in a supplementary clause, an enumeration of the purposes to which the wheels outside of his own head may be applied.

To a mere uninspired layman the proposmeasure looks like an ill advised attack, either foolish er malicious, upon a form of locomotion which, for business, for health and for pleasure, has come into wellnigh universal use. Every rational man knows that to say people shall not ride bicycles more rapidly than the rate set by Mr. Thompson is to say that a very large proportion of them shall not ride at all. Who would go out for a cycling tour, or for a day's run, or even for a morning's spin, if he must creep along at a mere jog-trot rate, losing all the exhilaration that comes with rapid flight? Where would be the value of the bicycle as an errandrunning vehicle if it must trundle along in the wake of wheelbarrows and pushcarts? On city streets, and in parks, and on other much-fre quented roads, it is necessary, of course, to limit the speed of the wheel, just as the speed at which horses may be driven or trolley-cars be run is also limited. But on the open country road, where there is perhaps not another vehicle in a mile, and where the horseman may urge his steed to his utmost racing speed, why should

against him and his mechanical steed? It is well, of course, for bicycles to be fitted with alarm-bells or other signals, and, after dark, with lamps. Yet such appliances are not imposed by law upon other vehicles, and why should they be upon these?

Such discrimination against wheels and wheelmen is especially unjust and odious, for the share, perhaps the principal share, of all that has been done for the improvement of rural highways. Bicycle-makers and bicycle-riders have agitated for good roads, organized Good Roads Leagues, secured legislation for road improve- part of Brooklyn to any part of New-York, at ment, and for the same end spent freely both time and money. And now some one proposes to enact that they shall not have the free use of those roads, and shall not have the same privileges thereon that all other citizens enjoy. A proposition at once more ridiculous, contemptible and unjust it would not be easy to

RACING WITHOUT BETTING RINGS. The bill which has been introduced in the As sembly by Mr. Gray, entitled "An Act for the incorporation of associations for the improvement of the breed of horses, and to regulate "the same, and to amend the Penal Code of the "State of New-York," seems to possess commendable features. If this bill becomes a law it will apparently permit high-class and honorable racing on regularly licensed racetracks unpenalties which it provides for every form of bookmaking and pool-selling will do away entirely with betting-rings and poolrooms, and with the countless abuses and evils which have always accompanied the existence of poolrooms and of betting-rings on racetracks. Mr. Gray's bill, if it should be made a statute, would also put an end to the abominations of electric-light racing, to midwinter contests of speed, and to all competitions between horses on miserable little tracks started chiefly for the purpose of fleecing the public. The Gray bill is likely to have the support of many people in this State who desire to see running and trotting contests carried on with proper supervision and regulations. It is an undoubted fact that the voters of the Empire State have decided that New-York shall never again be afflicted and cursed with the hideous cancers and ulcers of licensed and legalized betting-rings on racecourses. The villanies of the betting-rings will never be tol-

erated in this State again. The Gray bill aims to make it clear that racing under proper conditions shall not be looked upon as a lottery, and be subject to penalties as a game of chance. It proposes to permit reputable jockey clubs and trotting asciations, which have been regularly licensed and authorized, to carry on clean and decent and honorable sport, which shall tend in very fact and truth to the improvement of the breed of horses, and shall not be perverted as an in strument for the promotion of gambling. This act will not authorize any form of pool-selling, bookmaking or other gambling, and will not come in conflict with the constitutional amendment which was adopted by an overwhelming majority of the voters of this State last November, and which prohibited the Legislature from passing any laws intended to authorize any form of gambling on races. This measure seeks to impose a tax of 5 per cent upon the net receipts of racecourses, which shall be used in behalf of the State for prizes for improving the breed of cattle, sheep and horses at the various fairs

throughout the State. The Tribune has always advocated the licensing of racetracks, the entire suppression of racecourses which are improperly managed, or which are misused chiefly for the development and continuance of gambling, and upon which the sport is not practised with the right kind of supervision and regulation. The Tribune is heartily in favor of absolutely prohibiting any sort of racing with running or trotting horses on any track that is not licensed by satisfactory authority. It is also strongly in favor of the complete suppression of all betting-rings, pool-selling and poolrooms. This Gray bill apo these evil things. It may be that the proposed statute will require some modifications and amendments, and at some future day The Tribune is likely to consider the matter further. But it seems to be clear that the suggested law has desirable features.

MORE BRIDGES NEEDED.

The recent "spell of weather" emphasized anew the urgent need of additional means of transit over the East River. The accumulation of ice in that stream greatly interfered with the working of the ferries. Some of them were altogether tied up for a time. All of them were operated irregularly and uncertainly. The result was that, through a sense of prudence or through sheer necessity, tens of thousands of persons who usually patronized the boats turned daily toward the Bridge, and that structure was crowded in all its parts as never before. The jam in the cars was such as to cause not a little actual physical injury, and the gravest menace to limb and life. The footpath and roadways were so densely packed that locomotion was made slow and difficult. And there was a corresponding congestion of all the avenues of travel converging upon the Bridge at both ends. The traffic that commonly is distributed over a dozen important routes was all crowded upon one.

These conditions were, of course, temporary and exceptional. But we have no guarantee that they will not be repeated to-morrow. As a matter of fact, they are repeated, in a degree, many times a year, by ice or by the fors to which this harbor is increasingly subject. The only way of assuring ourselves against them is by the construction of ample transfluvial highways with which ice and fog will not interfere The present Bridge, carrying more than 200,000 passengers a day, is an incalculable boon. But It is not and never can be made adequate to the whole task. The travel between the two great cities cannot be concentrated at a single point There must be a series of bridges, scattered along the river from end to end, just as there is a series of ferries.

The present Bridge, if ever it be completed and properly managed, will serve to accommo date most of the travel between the City Hall region of New-York and that part of Brooklyn tributary to Fulton-st. It is doubtful whether a bridge will or can properly be constructed further south, between the lower end of this city and Atlantic-ave.; though if it could, it would be a vast convenience. Certainly one could be built from near the foot of Grand-st., New-York, to near the foot of Broadway, Brooklyn, connecting the populous East Side with the important Williamsburg region. Another from Twenty-thirdst. to Greenpoint would also be useful, and so would one from Thirty-fourth-st. to Hunter's Point. Still further on, a mile or so, one is actually being constructed from this city across Blackwell's Island to the Ravenswood district of Long Island City, where it will connect with the entire railroad system of Long Island. It will be of incalculably great service, and should be pushed to completion at the earliest possible date.

When the great suspension bridge was built the question. Will it pay? was doubtfully asked on every hand. There was also a fear that it might do New-York almost as much harm as it did Brooklyn good. That question will probably

With Republicans in control, there should be it is a question on which they venture millions the bicycle-rider be forced to creep and crawl? bridge; nor that fear be felt. The Bridge does as literally to have revolutionized and remade that city, it has bestowed comparable good upon after all, not pertinent to the case. No one asks | getting refereeships, it is high time that the New-York as well. But such considerations are, if Broadway pays, or if Fulton-st. pays. They are necessities of city existence, whether they pay or not. Nor with Greater New-York in view, is it proper to haggle over the question whether a great public work will benefit one part of the municipality more than another. The union of these cities must be more than a mere paper union. It must be practical, physieal. It must be made possible to get from any any hour, in any weather, as certainly, easily, directly and cheaply, as to go a similar distance entirely in Brooklyn or entirely in New-York. The two parts of London are united by a baker's dozen of bridges, beside almost as many more used only by railroads, and the tendency is to increase rather than to diminish the number. Greater New-York will not, at first, be quite as big as London; but in proportion to its size it ought to have even more bridges between its two great parts than all those we have sug-

> Ex-Mayor Gilroy has imparted to a Paris interviewer the positive opinion that New-York is a good enough town for anybody to live in. It is cheering to think how pleased Mr. Gilroy will be when he returns with the improvements made during his absence.

With the Wilson brand of statesmanship to reduce the National revenues to a point away below the fixed charges of the Government, and the Carlisle-Cleveland brand of statesmanship to supply the deficiency through an enormous increase of the country's interest-bearing debt, the American people are just now witnessing an impressive demonstration of the peculiar economy introduced by the old sailor, who, when h found his blanket too short, cut half a yard off the foot of the covering and sewed it on to the other end, and then shook hands with himself over his extreme eleverness.

One of the most satisfactory features of the present Republican ascendency in this State has been the prospect of ridding the schools of Sheehan's man Crooker. His incompetence and illiteracy have been a scandal to the department. A correspondent whose letter is printed in an other column reports that a deal has been arranged by which Crooker is to be retained in office under the new superintendent. We are unable to believe that Mr. Skinner, the Republican caucus nominee for superintendent, would be a party to any such discreditable bargain or would consent to have a man of such proved unfitness serve under him. He owes it to himself and to the party to repudiate any action of officious friends which may have given rise to this rumor.

It is not surprising that the Whiskey Trust should develop all sorts of chicaneries and rascalities, as all the ramifications of the business are associated with cvil and the making of criminals and the multiplication of crimes.

The camelopard entering Paris is represented as remarking to the assembled multitudes: "All right, gentlemen; it is only one beast the more." Rochefort, carrying his head nearly as high as the speckled animal aforesaid, has re-entered the same city after long and welldeserved exile, his phrase of salutation at the opened gates not reported and probably not as apposite as that of his quadrupedal predecessor. He is a small storm-centre of disturbance wherever he is unless repressed by local conditions, and will in all likelihood be at it again before many moons are over, and have to be exiled anew.

It is now the general opinion of the medical profession everywhere that Dr. Koch's tuberculin is not a remedy for consumption and that it has killed more than it has cured. It was long ago discovered that Dr. Brown-Sequard's retuvenating elixir does not rejuvenate; that the confidence in it of that eminent man was a token of his enfeebled powers, and that its only effect has been to set a lot of quacks up in business and allow them to plunder the public under the pears to be sufficiently rigorous to put an end cover of his distinguished name. A good many conservative physicians regard the antitoxin as yet on trial, and do not admit all the prophylactic and curative claims which have been advanced for it. It has, however, undoubtedly made a much better record than the tuberculin or the Sequard elixir, and the weight of professional testimony is overwhelmingly in its favor. That it encounters a certain measure of opposition in not to be wondered at. There were doctors enough at the outset who opposed the use of chloroform, and some yet survive who are against vaccination. Laymen are only entitled to sit in judgment upon the testimony of results, and from there it looks as if the antitoxin had come to stay, whatever the dissenting medical minority may say about it.

> A vessel which can go through what the Gascogne experienced and come out all right is entitled to public confidence, and her officers and owners are entitled to hearty congratulations.

The rumor persists that Postmaster-General Bissell contemplates resigning, and among the men mentioned as likely to succeed him is Congressman William J. Coombs, one of the numerous company that fell outside the breastworks last November. It will be impossible for the Administration to provide for more than a tithe of those who will be "out of a job" after the 4th of March, but there is one reason why Mr. Cleveland should incline himself in Coombs's direction; that is the ardent character of the Brooklyn Representative's faith in free trade of the Cleveland type.

Ex-Mayor Gilroy arrived on the other side in a despondent and pessimistic frame of mind. The newspapers seem to be the special objects of his wrath, for he declares that in them 'everything is sacrificed to sensationalism. The 'news of the day is written in the superlative degree. Character is attacked, reputation shattered, officials slandered; in a word, a new form of tyranny has arisen-the autocracy of the 'newspaper. It is more severe, more exacting, more fearless and more far-reaching than the "autocracy of the Czars." Dear, dear! Mr. Gliroy must have had a very uncomfortable voyage indeed. At a distance of 3,000 miles it might be supposed he would put to one side his memorles of recent events in New-York, for he seems to speak with a good deal of personal feeling. It is true that the press was almost unanimously opposed to Tammany Hall last fall, and in so far accurately represented public opinion in the city. But no one supposed that the ex-Mayor made a personal matter of it, though he is reported to have engaged counsel to keep a sharp lookout for libellous statements affecting him. After the jeremiad quoted, it is easy to believe that Mr. Gilroy has a small opinion of Dr. Parkhurst, whom he pronounces "well meaning but impracticable."

One of the bills whose passage ought not to be delayed is that reorganizing our city system of public education. The initiative in establishing new system could not be intrusted to wiser hands than those of Mayor William L. Strong.

Unquestionably there have been grave abuse in the referee system in this city. Probably they are fewer now than formerly, for the regular publication of the list of referees appointed cannot but have had a salutary effect. Still Assemblyman Conkling's resolution calling upon the did Brooklyn good. That question will probably County Clerk to furnish the names of all the never sgain be asked concerning an East River referees appointed in 1893 and 1894, with the

names of the Judges appointing them, is a good thing. A careful study of the complete list will no doubt reveal some interesting facts. If it is true that young lawyers have been induced to join Tammany Hall by the certain prospect of public knew all about it.

PERSONAL.

Dwight L. Moody, the evangelist, celebrated his fifty-eighth birthday recently in San Antonio, Tex. On the same day his mother, Mrs. Betrey Holton Moody, celebrated her ninetieth birthday in the house in which she prought up her children, and in which she has lived sixty-six years, in East Northfield, Mass. She is in 200d health, and superintends the work of her house every day.

Bishop Schereschewsky, Episcopal, who is one of the foremost Chinese scholars in the world, since he resigned the missionary bishopric of China, has been living in Cambridge, Mazs. For the last seven been living in Cambridge, Mazs. For the last seven years he has been engaged in translating the Bible into the literary language of China. He was born in Russia in 1821, of Mebfew parents. He was educated in the University of Breslau, Prussia. In 1855 he became a Christian, and entered the Presbyterian Church. Some time afterward he became an Episcopalian, and studied theology in the General Theological Seminary in this city. He then went to China as a missionary, and translated the Bible into the Mandarin language. He was consecrated Bishop of China in Grace Church, in this city, in 1877. In 1821, he was paralyzed by a sunstroke, and was disabled from further work, so that he was compelled to resign in 1883.

"Senator Chandler," says "The Washington Post."

"Senator Chandler," says "The Washington Post," "is really the wit of the Senate. There was a time in the New-Hampshire Senator's career when his snickersnee was sharp and crue!. His cutting sentences had a sting and left a raw and ugly wound. But now—so has he meliowed under the soft and genial sun of a re-election to the Senate—his agreement in the same is no longer of the frosty, killing kind. He says sharp things, but they are disarmed by his genial laugh. He is keen, but the blade gances where it used to penetrate to the sone. His wit, which bubbles forth a hundred times a day, is sugared with the utmost good humor, and it amuses and entertains where once it rankled and embittered. Altogether, the new Senator Chandler is a great improvement upon the old. He is not always taken as seriously as, perhaps, he would like to be, but that is the penalty which humor frequently pays for its fame. snickersnee was sharp and cruel. His cutting sen-

Prince Henri d'Orleans, son of the Duc de hartres and cousin of the pretender to the throne of France, has just been provided with a "conseil of France, has just been provided with a function of france, in financial guardian, by a decree of the Civil Tribunal of Paris. The request was introduced by his father, with the consent of a council of all the members of the royal family. It appears that, unlike his cousin, the Pretender, the young Henri d'Orleans did not spend his money with theatrical people. He was accused indeed, of having indused in "numerous prodigalities," as says the court decree, but they were caused by extremely risky speculations in the Bourse of Commerce.

"There is in my town," says Chauncey F. Black, of Pennsylvania, "a member of the legal profes-sion of very diminutive size, who rejoices in the name of Chris Magee, though not of kin to the name of Chris Magee, though not of kin to the well-known Republican politician of the same name. Some time ago Magee was elected to the bench, and one of the first cases before His Honor was that of a brawny irishman, whose colossal figure was in perfect anithesis to that of the little judge. The son of Erin had committed an assault and bastery, and was told to stand up by the Court. The defendant did so, and, though he was aix feet six inches tall, he could barely see the top of the magistrate's head appearing behind the desk. Raising himself on tiptoe and bending forward with his hands before his eyes as if to peer at some distant object, the Irishman shouted: "Holy Moses! and is Patrick O'Minchan going to be tried by a fairy?"

THE TALK OF THE DAY.

A novel spectacle was furnished in Georgetown, Ky., the other day. It was the sale by auction of two colored women, Sarah Jackson and Batle Fishback. They were convicted of vagrancy in the Circuit Court, and ordered to be sold into slavery for the period of six months. The sale took place in front of the courthouse, Deputy Sheriff Huff being the auctioneer, and attracted a large crowd. The women were bought by two colored men, Henry Jackson and Richard Coleman, and brought \$1 and \$2 respectively

A Greek journal states that so great is the quantity of wine now in stock on the Island of Cyprus that last year's crop remains a glut on the market, and if we are to believe further accounts, wine there has become cheaper than water. In the village of Tschakistra a merchant who was having a house built is said to have provided the masons with wine instead of water to mix with the mortar.—(Public Opinion.

"The Detroit Free Press" tells how the most popular man in a Western town once got into s culty with a disreputable tough who was the terror of the place, and did him up in a manner eminently satisfactory to the entire community. It was necessary to vindicate the majesty of the law, however, and the offender was brought up for trial on a charge of assault with intent to kill. The jury took the case, and were out about two minutes, when

"Well," said the judge in a familiar, offhand way, "what does the jury have to say?"
"May it please the court," responded the foreman

of hittin' with intent to kill, but simply to paralyze, and he done it." The verdict was received with applause, and the

prisoner was released with an ovation

History Repeating I;self in Advance.—"Hark!" exclaimed the consul as a tremendous shout rushed up the street and reverberated through the forum; "what noise is that, Lucullus? Methinks the Volscians must be coming o'er the wall."

"Nay," respondit Lucullus, "it is only John L. Spartacus addressing the gladiators in the arena and offering to wager ten thousand sesterces against all comers."

all comers." "Sed et tuem," mused the consul, softly, while the sun, which had been going down the Applan Way, with a low shudder, vanished from sight.—(Rockland Tribune.

"I am an enthusiastic follower of the chase, says A. S. Trude, the well-known lawyer, of Chicago. "And every fall I steal away into the wilds of Wyoming, away out in the Shoshone Mountains, and hunt the stately eik. Last season my party killed several, three falling to my gun. I believe in killing only to supply the necessities of the camp for meat, and abominate the practice of slaughtering them merely to see them drop at the crack of a Winchester. A New-Yorker by the name of Thompson, who goes into the same territory every season, is a chief sinner in this respect, and last year was responsible for the death of thirty-eight of these fine animals, a wanton destruction which, if not checked, will soon make the elk as scarce as the buffalo.

Dickens's "Pickwick Papers" has delighted millions of readers during the past half century, but it has apparently remailed for a somewhat critical downtown reader to detect two or three amusing blunders, or inconsistencies, that have gone unneeded through hundreds of editions. For instance, during the rook shooting at Dingley Dell, it is recorded that the immortal Fat Boy "laughed as he retired with the bird." In Chapter LIV, when that corpulent youth stumbled upon the love-making between his young mistress and the poetic Snodgrass, and had been bribed into silence with half-crowns, one reads, "he burst into a horse laugh for the first and only time in his existence." Again when the reader is introduced to fussy little Mr. Peter Magnus, he is surveying the world through blue spectacles, while at the end of the unfortunate episode of the middle-aged lady in curi papers he "lashed off his green spectacles." These are amusing triffes, but they serve to show that novelists can make mistakes just like ordinary people.

(Philadelphia Record.

The people of Farmington, N. H., are having lots of fun this winter with a giant coaster which they have constructed. It is in four sections, and is seventy-seven feet long altogether, weighs 1.510 pounds, and can carry six tons in weight. planks that connect the sleds are fourteen inches wide, while the sleds are five feet two inches in length and nineteen inches in width. They are made of yellow birch, with half round caststeel shoes. The greatest number that has ever been on the coaster is eighty-seven. It will carry seventyseven with ease. Each section is strongly truswith wrought-iron rods, and the whole is bolted with three-eighth-inch bolts. The coaster cost \$150, but when it goes flying down Farmington's main street the citizens get more than that amount of fun out of it every night.

Vice-President Stevenson is not without appreciation of humor
Yesterday afternoon the resolution offered by Mr.
Peffer asking the Secretary of the Treasury what kind of money he had received from the recent sales of bonds was laid before the Senate. There was absolutely no interest in its fate.
"Those who are in favor of its adoption will please say aye," said Mr. Stevenson.
Not a voice was heard.
"Those who are opposed will say no," continued the Vice-President.
Nobody uttered a word.

Nobody uttered a word.
"The Senate seems "The Senate seems equally divided upon this question," remarked Mr. Stevenson, with a smile.
"But I answered 'aye," said Mr. Peffer, in his piping voice.

"But I answered 'aye," said Mr. Pener, in piping voice.

"Then the resolution is agreed to." announced the Vice-President, with all his solemnity returned, and upon Mr. Pener's solitary vote the resolution was passed. It is related of Mr. Stevenson, by-the-way, that during the discussion of the Repeal bill a motion was put to the Senate upon which, as yesterday, nobody voted either way. "As the Senate is equally divided," at once remarked the Vice-President. "The chair will cast the deciding vote, and votes no. The motion is lost." It took the Senators half a day to recover from the shock—(Washington Post.